3.4.7.4 VIEWS

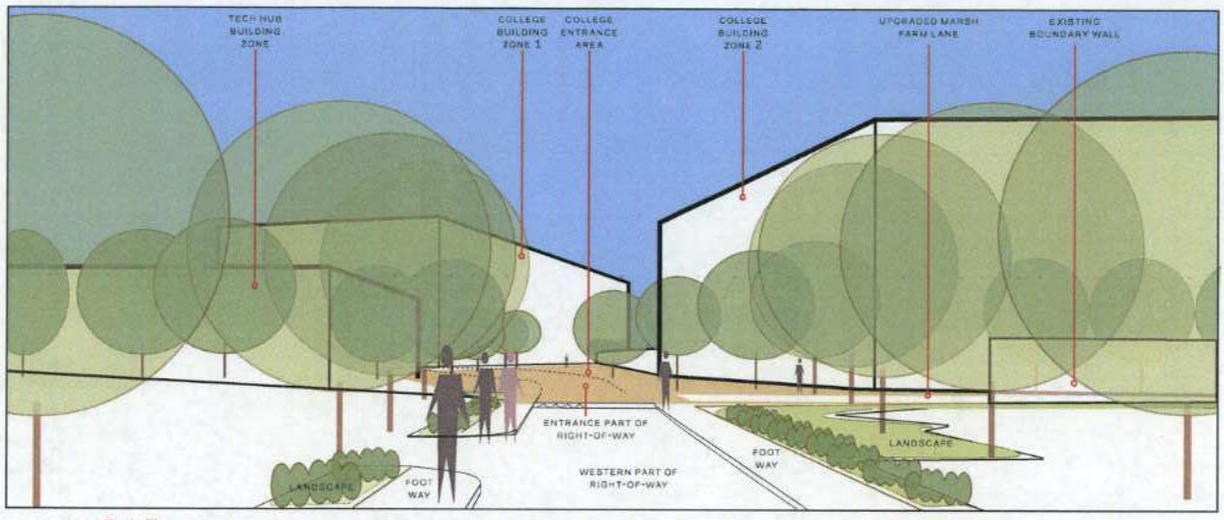
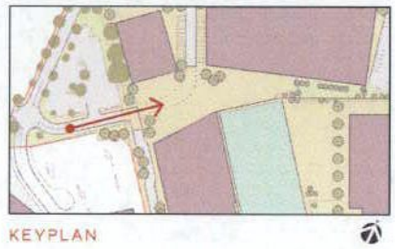


DIAGRAM 3.4.7 ILLUSTRATION OF VIEW EAST ALONG WESTERN PART OF RIGHT-OF-WAY

Views to the College buildings should be an important characteristic of the Public Realm of this part of the right-of-way. This view should play a particularly important role on approach to the College, and the design and layout of the right-of-way should facilitate long views towards the College buildings which should form a landmark on this vista, to reflect the Colleges importance in its context and its role in wayfinding. The design of the Tech Hub should not obscure or compete with College Building Zone 1, in order to reinforce its role in wayfinding. Refer to section 2.2, and diagram 3.4.7.



KEYPLAN

3.4.8 ENTRANCE PLAZA PART OF CROSS-SITE RIGHT-OF-WAY

3.4.8.1 OVERVIEW

Where Marsh Farm Lane crosses the Right-of-Way, it should be designed such to marks a boundary in the route and visually signify the priority of pedestrians and cyclists at the crossing. After the crossing, a new junction will exist in the roadway connecting the part of Marsh Farm Lane that has vehicular access to the Right-of-Way.

To the east of this junction, the Right-of-Way crosses the entrance plaza of the College and Tech Hub. The role of this space as a continuous pedestrian-priority space should take precedence over its use as part of the Right-of-Way, and this should be emphasised in its design. Consequently, the key characteristic of this area is its sense as an important place and its use as a route to accommodate vehicle movements should be secondary.

Detail on the design guidelines for this space are provided in section 4.3, and designers of this part of the right-of-way should refer to that section for guidance. All areas of this plaza accessible for vehicular movements should be designed as shared space with pedestrian priority, whilst according with the guidance for roadway design in section 3.2.

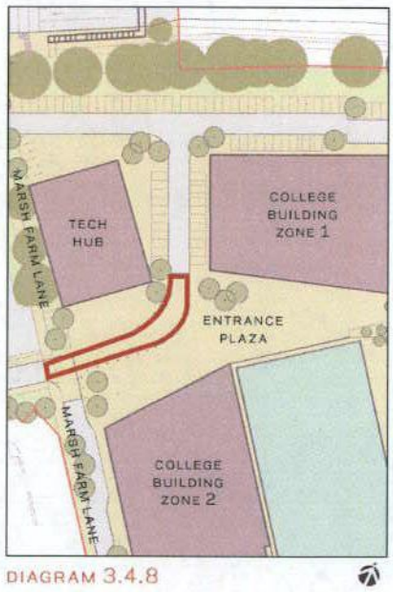


DIAGRAM 3.4.8 ENTRANCE PLAZA PART OF RIGHT-OF-WAY

3.4.9 MIDDLE PART OF CROSS-SITE RIGHT-OF-WAY

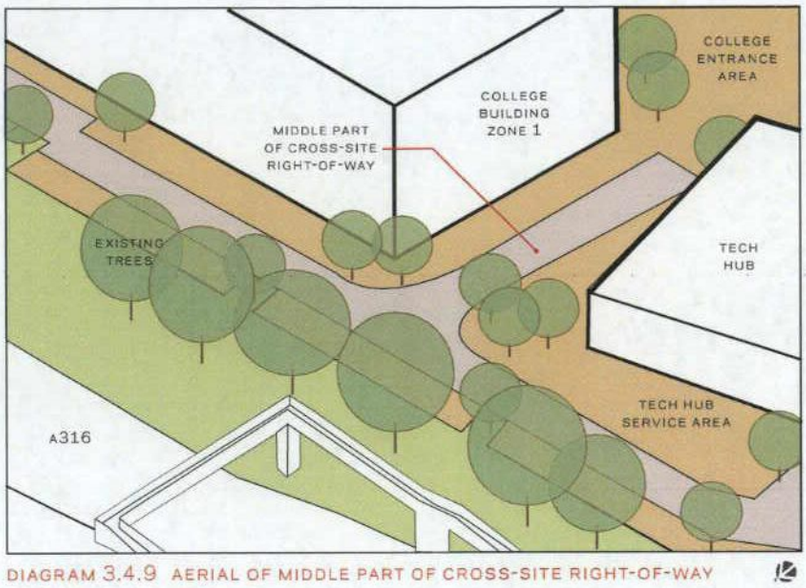


DIAGRAM 3.4.9 AERIAL OF MIDDLE PART OF CROSS-SITE RIGHT-OF-WAY

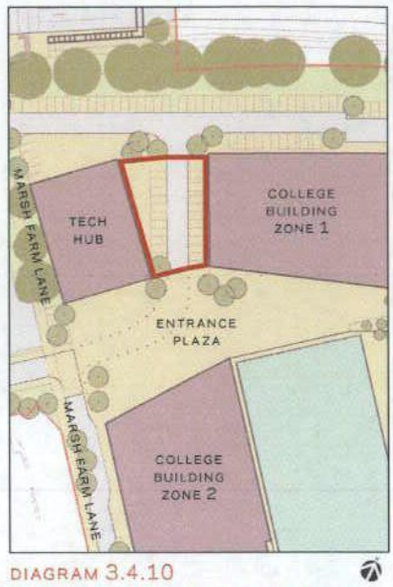


DIAGRAM 3.4.10
PLAN OF MIDDLE PART OF RIGHT-OF-WAY

3.4.9.1 OVERVIEW

The middle part of the right-of-way reflects a distinct space on the campus between the College and the Tech Hub. This place is an area for arrival by vehicle to both the College and Tech Hub, and this role should be reflected in the design of the space. By virtue of this purpose, the space will have a vehicle oriented character, and should provide an area for car parking. Nevertheless, to ensure safe access for pedestrians footways should be provided along either side of the car parking adjoining the roadway. To ensure the space is attractive, landscaping and in particular trees should also be provided. Refer to diagrams 3.4.9 and 3.4.10.

3.4.9.2 PROPORTIONS AND SIZE

The roadway should be designed as described in section 3.2.4, with echelon or perpendicular parking provided to both sides of the roadway in order to minimise space given over to car parking and to improve safety by discouraging high speeds and signifying that the overall space is for 'place' activities and not merely for movement.

Footways to either side of the parking should be a minimum of 1.5m in width, and where possible should be wider to accommodate spill-out activities from the College and Tech Hub buildings, as illustrated in diagrams 3.4.11 and 3.4.12.

3.4.9.3 LANDSCAPING

As a vehicle-oriented space, this area will be predominantly hard-landscape in character. Insofar as is practical, it should be designed in conformity with the adjoining entrance plaza, to ensure continuity of design language and quality around the site. Nevertheless, landscaped areas and trees should be incorporated into this space to reduce the visual dominance of car parking. The design of the landscaping should not screen the space in order to promote long-distance views and passive supervision. Where possible, the landscaping should ensure that the area is distinct from adjoining areas in order to emphasise its sense as a place in its own right.

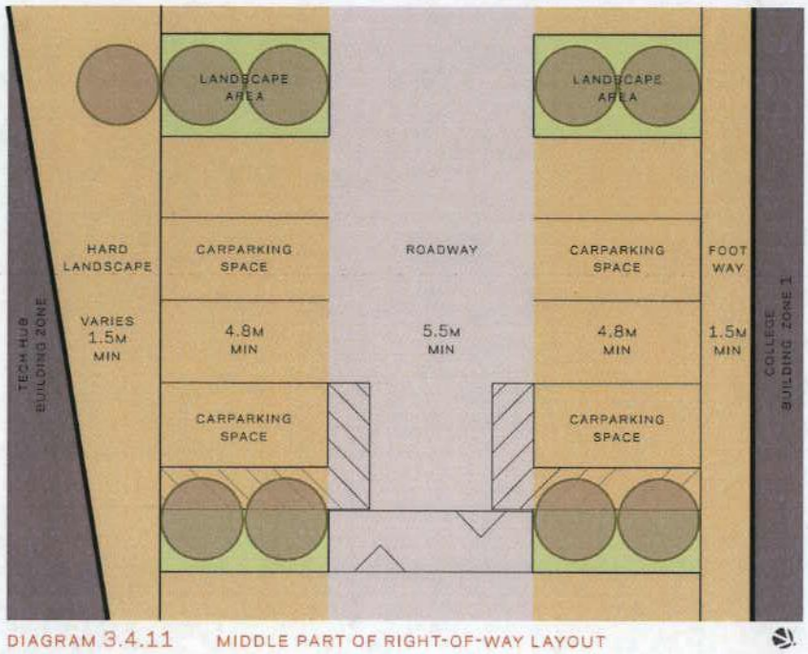


DIAGRAM 3.4.11 MIDDLE PART OF RIGHT-OF-WAY LAYOUT

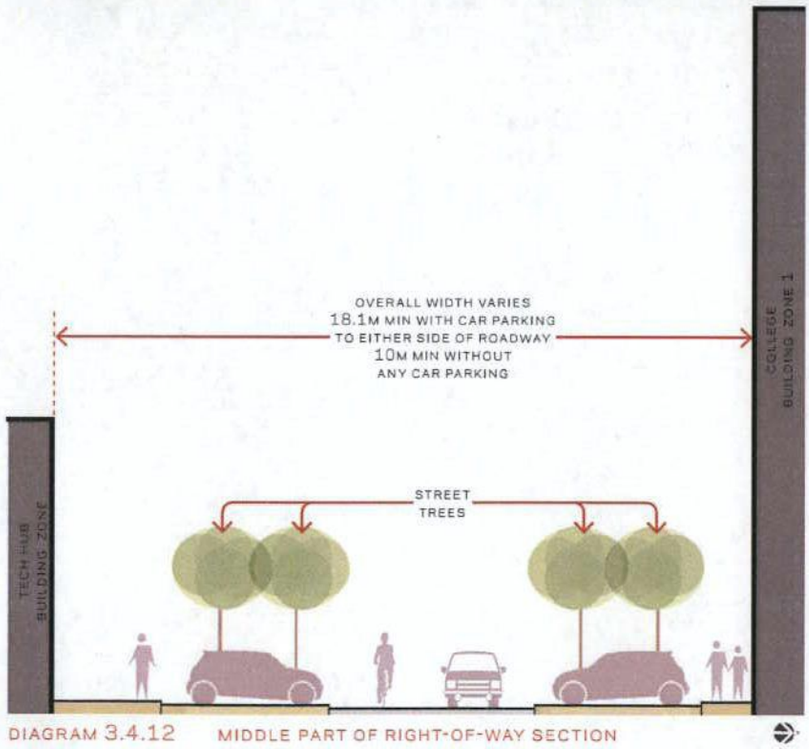
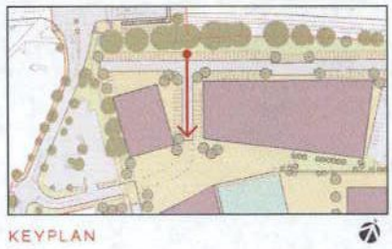


DIAGRAM 3.4.12 MIDDLE PART OF RIGHT-OF-WAY SECTION

3.4.9.4 VIEWS

DIAGRAM 3.4.13 ILLUSTRATION OF VIEW SOUTH ALONG MIDDLE PART OF RIGHT-OF-WAY

The middle part of the cross-site right-of-way should provide views from the public realm along the A316 to the College entrance plaza and the building(s) in College Building Zone 2. The design and layout of this part of the right-of-way should facilitate this long view towards the College buildings which should form a landmark on this vista, to reflect the Colleges importance in its context and its role in wayfinding. Refer to section 2.2, and diagram 3.4.13.



KEYPLAN

Views to the north through this space should conversely be dominated by the existing trees along the A316, and the landscape verge provided to protect them, as described in sections 3.4.10,4.8 and 4.9.

3.4.10 A316 PART OF CROSS-SITE RIGHT-OF-WAY

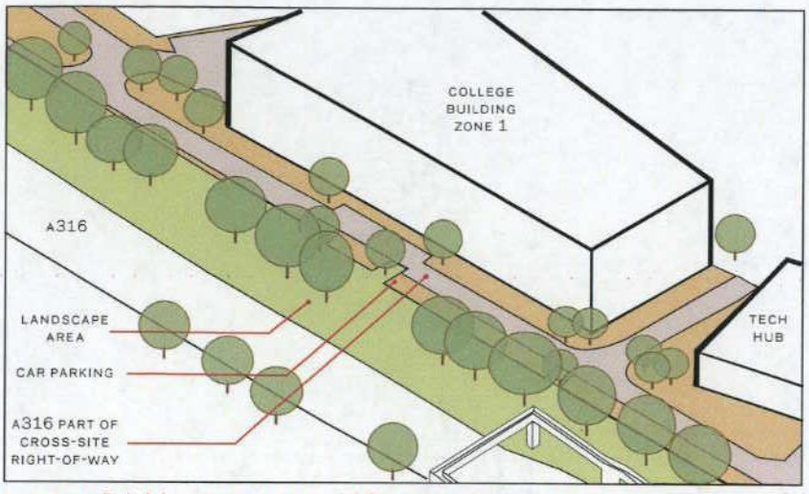


DIAGRAM 3.4.14 AERIAL OF A316 PART OF CROSS-SITE RIGHT-OF-WAY

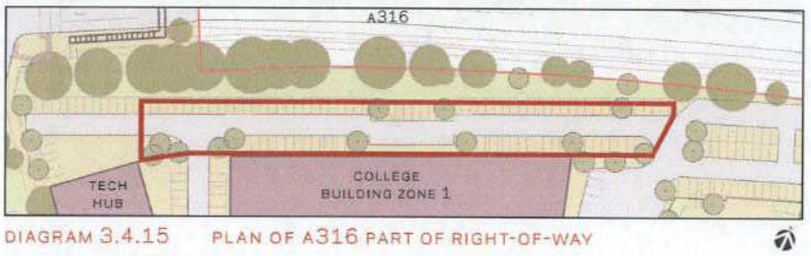


DIAGRAM 3.4.15 PLAN OF A316 PART OF RIGHT-OF-WAY

3.4.10.1 OVERVIEW

The part of the right-of-way along the A316 should be an important interface between the redevelopment and the public realm. It should provide a transition from the broad setback along the A316 to the west of the site to the urban setting of the A316 to the east, reflecting the importance of the site in the sequence of arrival into Greater London from the west.

The situation of the College Buildings along the A316 at this point should ensure prominence for the College, reflecting its importance in the local context, and the College buildings facing the A316 should be designed as landmarks reflective of their prominence and situation. The right-of-way should ensure a generous setback of the College buildings from the existing row of mature trees to ensure an appropriate setting for their retention.

This part of the right-of-way is an area for arrival by vehicle to the College, and this role should be reflected in the design of the space. By virtue of this purpose, the space will have a vehicle oriented character, and will provide extensive areas for car parking. Nevertheless, to ensure the space is attractive, landscaping and in particular trees should also be provided to break up the car parking as described in section 3.4.4.

3.4.10.2 PROPORTIONS AND SIZE

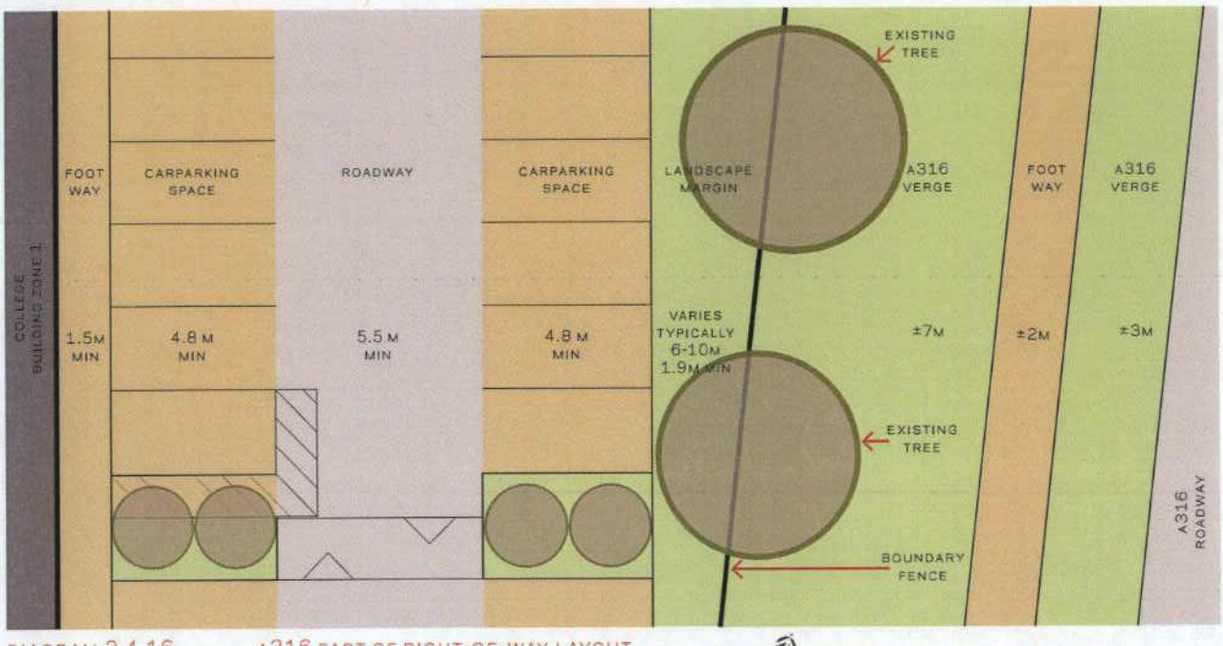


DIAGRAM 3.4.16 A316 PART OF RIGHT-OF-WAY LAYOUT

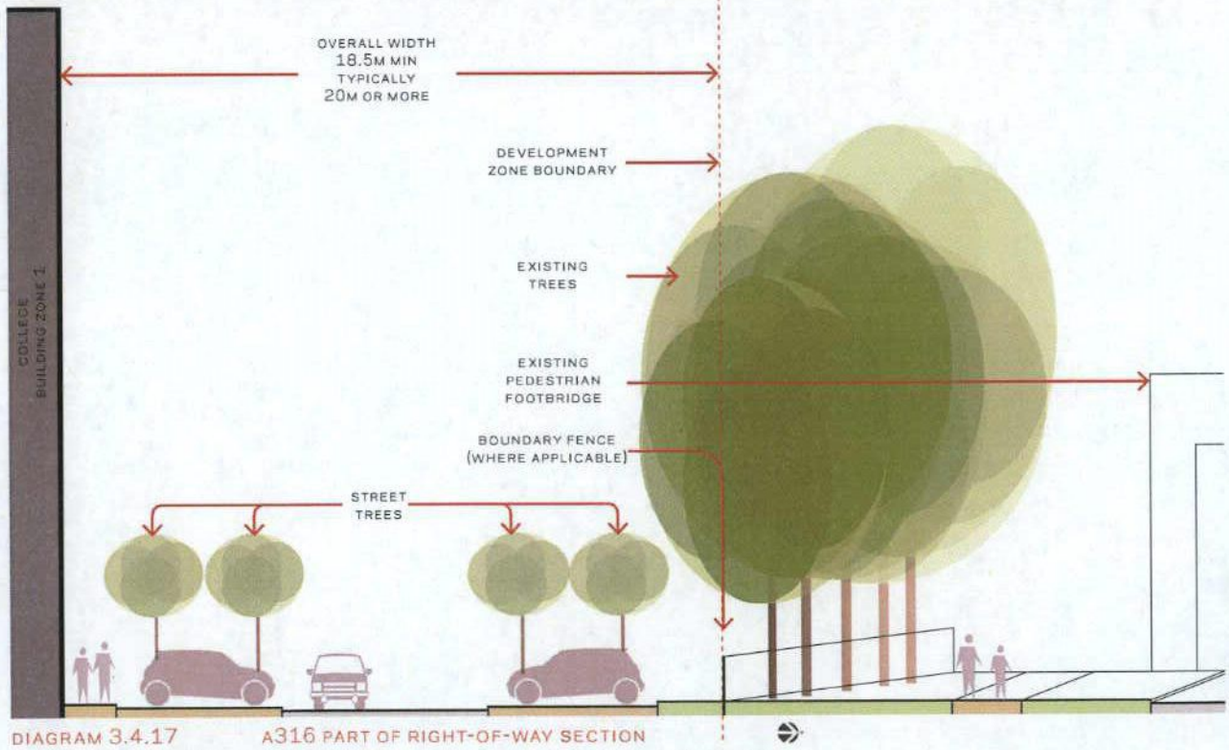


DIAGRAM 3.4.17 A316 PART OF RIGHT-OF-WAY SECTION

The roadway should be designed as described in section 3.4.4, with echelon or perpendicular parking provided to both sides of the roadway in order to minimise space given over to car parking and to improve safety by discouraging high speeds and signifying that the overall space is for 'place' activities and not merely for movement.

A landscaped margin should be provided to the northern side of the Cross-Site Right-of-Way. This margin will have to be large enough to provide adequate root

protection area for the mature trees adjoining the A316. A footway should be provided to between the car parking and the building and should be a minimum of 1.5m in width, and where possible should be wider to accommodate spill-out activities from the College buildings, as illustrated in diagrams 3.4.16 and 3.4.17.

3.4.10.3 LANDSCAPING

As a vehicle-oriented space, this area will be predominantly hard-landscape in character. Insofar as is practical, it should be designed to ensure continuity of design language and quality around the site, in particular when viewed from the Public Realm. Nevertheless, landscaped areas and trees should be incorporated into this space to reduce the visual dominance of car parking. The design of the landscaping should not screen the space in order to promote long-distance views and passive supervision.

Additional landscaping within the landscape margin to the north of the right-of-way should be provided where it would be compatible with the preservation and protection of the mature trees. Such landscaping should maintain views and ensure passive surveillance.

3.4.10.4 VIEWS

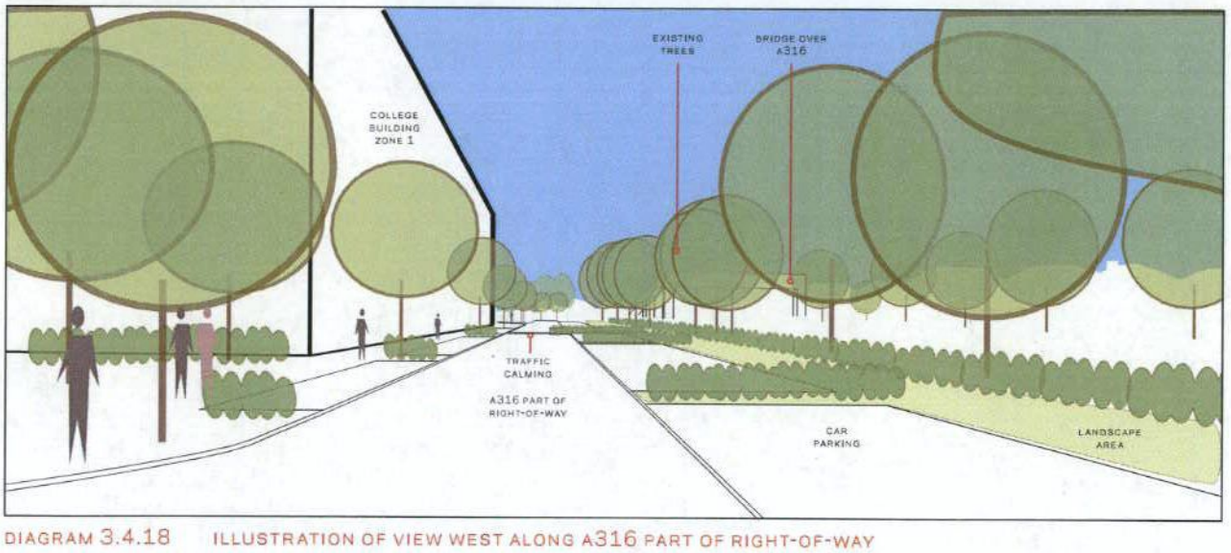
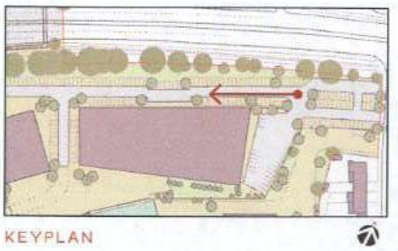


DIAGRAM 3.4.18 ILLUSTRATION OF VIEW WEST ALONG A316 PART OF RIGHT-OF-WAY

The Cross-Site Right-of-Way should afford direct views of the College from the A316, and in particular any entrances and Active Frontages alongside the Right-of-Way. This should provide effective wayfinding for visitors, and allow clear visual supervision from these buildings, whilst promoting passive surveillance and security along the right-of-way.



KEYPLAN

Views along the space should be dominated by the existing trees to the north of the right-of-way, new planting breaking up the car parking - in particular trees - and the College buildings to the south. Refer to diagram 3.4.18

3.4.11 EASTERN PART OF CROSS-SITE RIGHT-OF-WAY

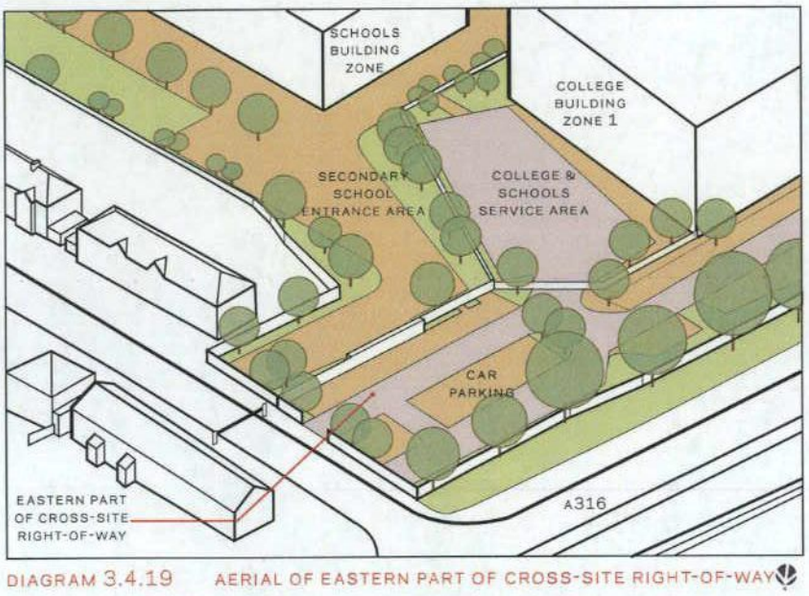


DIAGRAM 3.4.19 AERIAL OF EASTERN PART OF CROSS-SITE RIGHT-OF-WAY

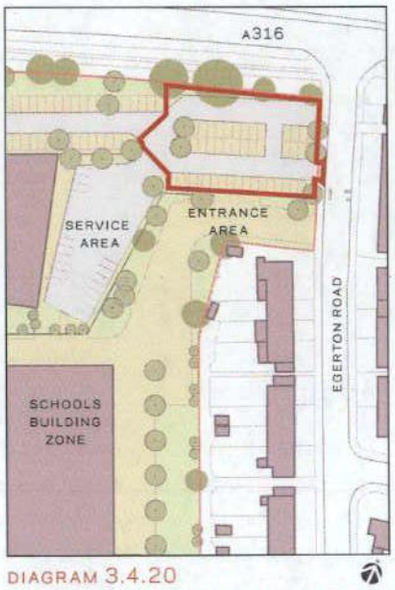


DIAGRAM 3.4.20 PLAN OF EASTERN PART OF RIGHT-OF-WAY

3.4.11.1 OVERVIEW

The eastern part of the right-of-way should be an important interface between the redevelopment and the public realm. It should provide a place for arrival to the Secondary School, and this role should be reflected in the design of the space. By virtue of this purpose, the space will have a vehicle oriented character, and will provide extensive areas for car parking. Nevertheless, to ensure the space is attractive, landscaping and in particular trees should also be provided to break up the car parking as described in section 3.4.4.

In keeping with the existing arrangement of the space, an adjoining car parking area between the right of way and the boundary may be retained or upgraded. Beyond this the existing landscape margin and trees along the A316 should be maintained and where space allows it should be widened. Boundaries around the right-of-way and car parking should be designed to discourage short-cutting, minimise the potential for conflicts between pedestrians and vehicles, and to deter mischief.

To the south of the right-of-way the an entrance area for the Secondary School should be provided. Insofar as is possible this area should provide access to the Secondary School without conflicts between pedestrian and vehicular movements. The entrance area should be designed with secure screening from the right of way and car park to ensure that it is not dominated by views of car parking. Where practical, such screening should maintain the potential for passive surveillance and should be provided through necessary structures such as sheltered cycle parking and/or planting to avoid the proliferation of defensive structures and the projection of an overly defensive image to the Public Realm. For detailed guidance on entrance areas refer to section 4.3.

3.4.11.2 PROPORTIONS AND SIZE

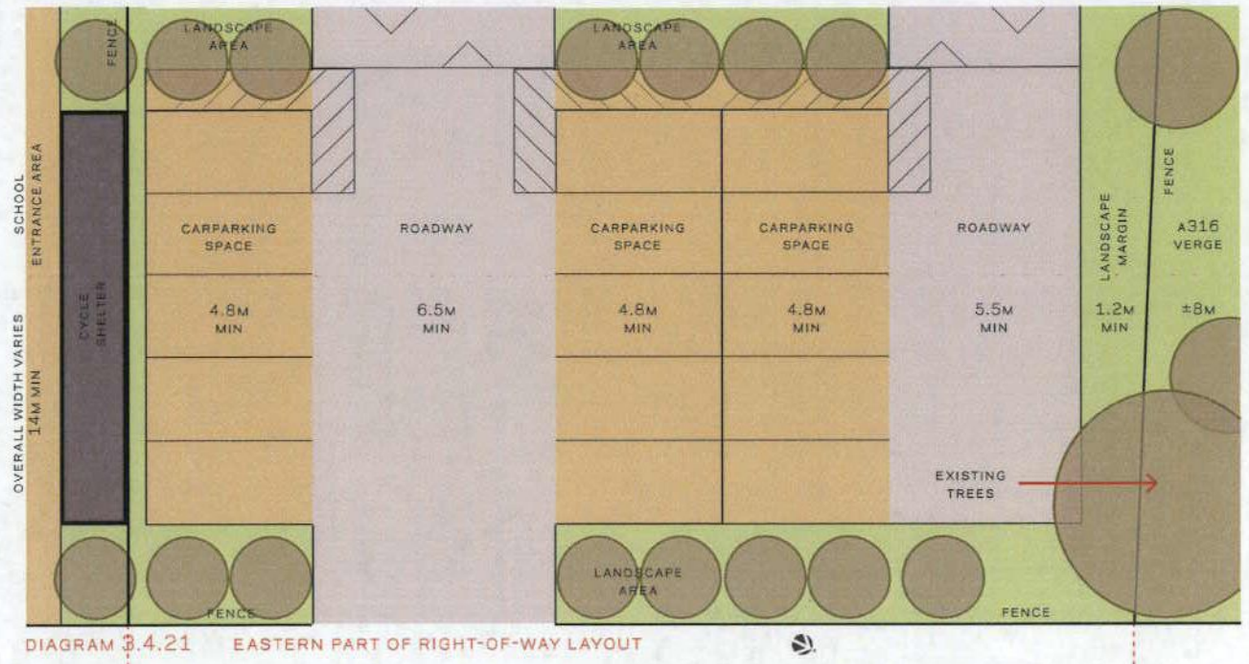


DIAGRAM 3.4.21 EASTERN PART OF RIGHT-OF-WAY LAYOUT

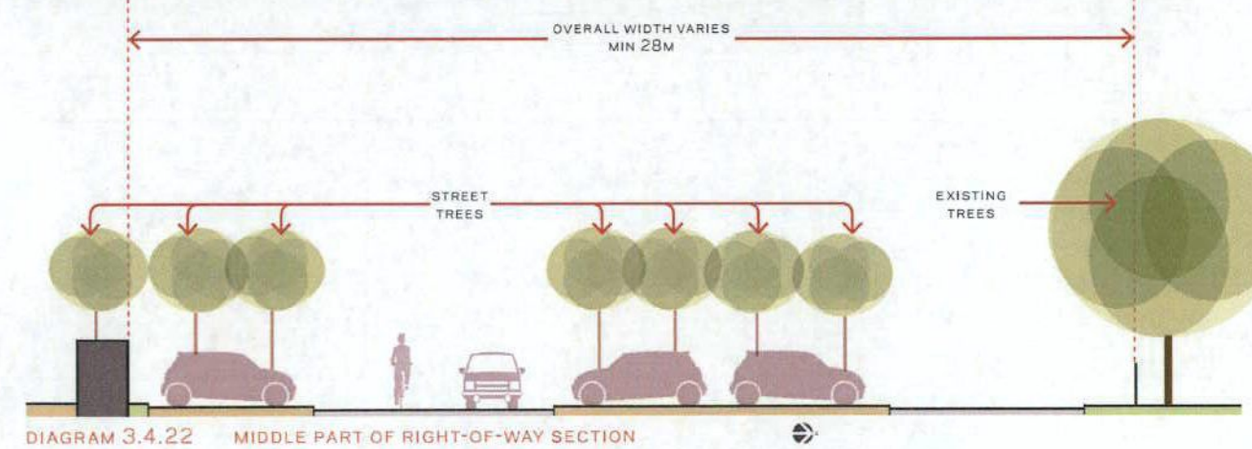


DIAGRAM 3.4.22 MIDDLE PART OF RIGHT-OF-WAY SECTION

The roadway should be designed as described in section 3.4.4, with echelon or perpendicular parking provided to both sides of the roadway in order to minimise space given over to car parking and to improve safety by discouraging high speeds and signifying that the overall space is for 'place' activities and not merely for movement. To discourage short-cutting through the site, no footway should be provided in this area of the right-of-way, and the design of boundaries should encourage pedestrians to use the more generous footpath in the margin along the A316.

3.4.11.3 LANDSCAPING

As a vehicle-oriented space, this area will be predominantly hard-landscape in character. Insofar as is practical, it should be designed in conformity with the adjoining parts of the right-of-way, to ensure continuity of design language and quality around the site. Nevertheless, landscaped areas and trees should be incorporated into this space to reduce the visual dominance of car parking. The design of the landscaping should not screen the space in order to promote long-distance

views and passive supervision. Permeable paving should be provided in this area as part of SUDS measures.

Additional landscaping within the landscape margin to the north of the right-of-way should be widened where it would be compatible with the preservation and protection of the mature trees. Such landscaping should maintain views and ensure passive surveillance and where possible should be designed to provide acoustic shelter from the A316.

3.4.11.4 VIEWS

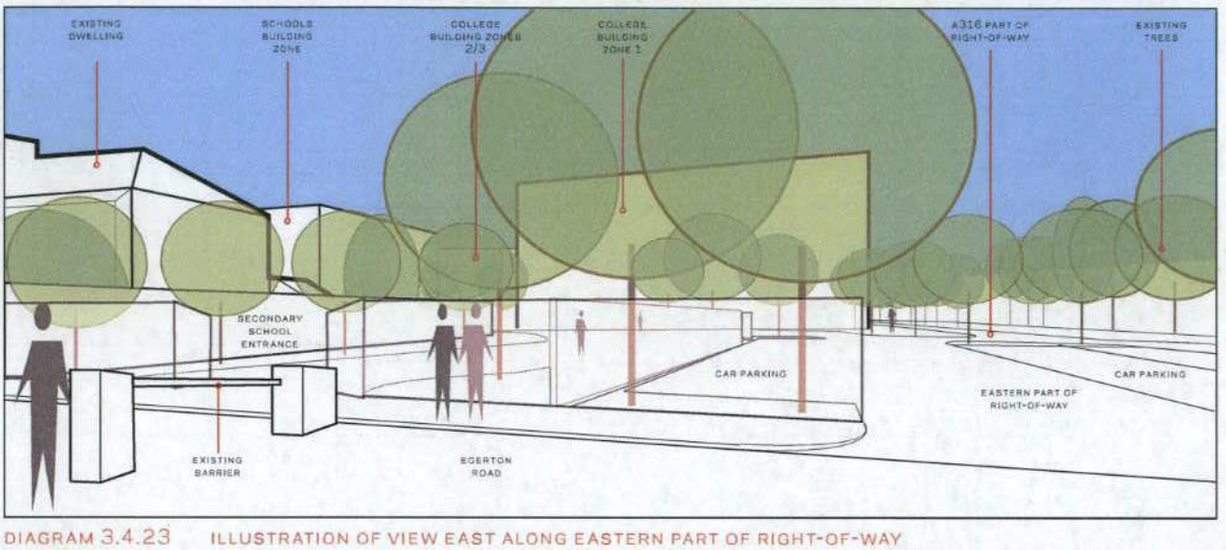
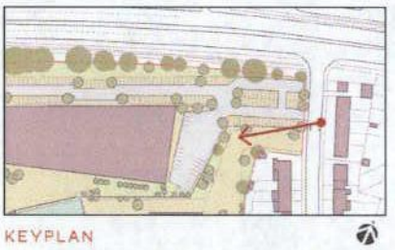


DIAGRAM 3.4.23 ILLUSTRATION OF VIEW EAST ALONG EASTERN PART OF RIGHT-OF-WAY

The Cross-Site Right-of-Way should afford direct views of the College and School from the northern part of Egerton Road, and in particular to the entrance area for the Secondary School. This should support effective wayfinding for visitors, and promote visual supervision from these buildings, assisting passive surveillance and security along the right-of-way. Refer to diagram 3.4.23.



KEYPLAN

Views along the space should be dominated by the existing trees to the north of the right-of-way, new planting breaking up the car parking - in particular trees - and the boundary treatment to the car parking. As the boundary treatment in this location will uniquely form a key part of the interface between the redevelopment and campus particular attention will need to be paid to ensure that it is of an appropriate design, scale and materiality, and to ensure views both into and out of the site to promote security and ensure passive supervision.

3.5 RESIDENTIAL STREETS

New streets providing access to the Residential Site should form an important part of the Public Realm.

3.5.1 OVERVIEW

The residential streets should provide access to all parts of the residential development, with vehicular access connecting to the A316 via Marsh Farm Lane. They should act as a public realm extension of the existing street network and provide a pedestrian connect to the existing street network in a similar location to the existing access point to the College on Egerton Road opposite Court Way. The new streets geometry should be approximately aligned with Egerton Road, and should respect the block size and spacing formed by Court Way and Heathfield South. Refer to diagram 3.5.1 for illustration.

DIAGRAM 3.5.1
PLAN OF RESIDENTIAL STREETS

3.5.2 PURPOSE

The residential streets should provide the primary vehicle and pedestrian access to the Residential Development Zone. It is not intended for the streets to become adopted. Car and cycle parking for the residential site should be provided along the residential streets, in keeping with their context.

3.5.3 CHARACTER

The residential streets should have a character similar to that of the adjoining streets in the Heatham Estate, with a narrow roadway, streetside parking, planting and footpaths enclosed by residential buildings facing onto the streets with small front gardens.

Within this general framework, there should be four distinct residential streets, as illustrated in diagram 3.5.2. These are described in detail in sections 3.5.6 to 3.5.9, starting from the south and running clockwise.

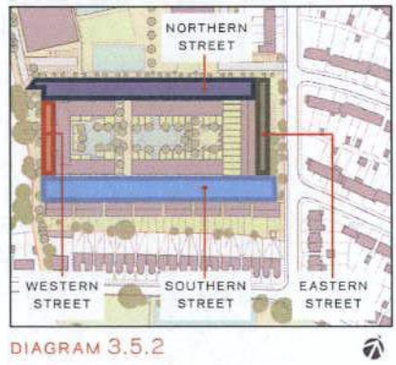


DIAGRAM 3.5.2
PLAN OF RESIDENTIAL STREETS

3.5.4 PROPORTIONS AND SIZE

The roadway should be designed with a simple and clear geometry, with width and turning radii appropriate to car parking and vehicles moving at a slow speed. It should be designed to accommodate two-way traffic with opportunities for vehicles to turn onto any streetside and/or off-street parking area(s). Traffic calming measures should be provided to ensure that excessive speeds are discouraged, as described in section 3.2.14.

Each street should be provided with adjoining footways and defensible spaces appropriate to its context. Car parking should be provided between the footpath and roadway along these street, in keeping with the local context, and should be broken up with landscaped areas integrated as part of the same zone. Front garden car parking should not be provided, as described in section 3.6. Streetside car parking should be associated with individual ground floor dwellings wherever

practical, and accessible parking spaces should be provided as described in section 3.2.3.

Cycle parking for visitors should be located near entrance spaces to common buildings, while residents cycle parking should be provided in secure shelters positioned in place of streetside car parking spaces, in defensible spaces or in internal secure areas with convenient access to the public realm. Where cycle shelters are provided as part of the streetscape, these should not obstruct views, create 'blind-spots' or safety hazards, or compromise the overall appearance of the streetscape.

Refer to sections 3.5.7 to 3.5.10 for proportions and dimensions of each of the residential streets.

3.5.5 LANDSCAPING

Where defensible spaces to dwellings are not provided, landscaped margins should be provided between the buildings and the footpath to maintain a continuous boundary and deter unauthorised access to dwellings. The design of the landscaping should not screen the footway from buildings and open spaces around it, in order to promote long-distance views and passive supervision. Additionally, landscaping should be designed to soften the appearance of any non-active facades they border, and must not compromise the security of adjoining buildings and open spaces, and in particular must not facilitate unauthorised access through climbing.

Such landscaping areas should incorporate street furniture to encourage use of and lingering along the footway, promote security, and to assist residents and visitors with limited mobility. Where landscape areas are at corners of footways, they should be designed with consideration of natural desire lines and should be designed to accommodate or withstand 'short-cutting'.

3.5.6 LIGHTING

Lighting should be provided to all of the residential streets, and should be designed with sensitivity to the changing context along the route. Particular sensitivity must be provided to preventing nuisance light spill into adjoining residential properties and open spaces, whilst ensuring safety without creating overlit spaces and glare. Refer to section 3.2.11.

3.5.7 SOUTHERN RESIDENTIAL STREET

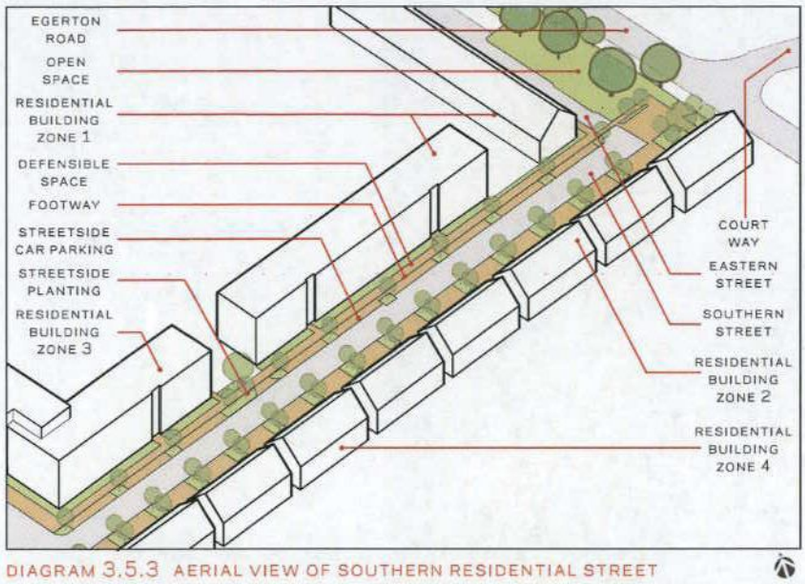


DIAGRAM 3.5.3 AERIAL VIEW OF SOUTHERN RESIDENTIAL STREET

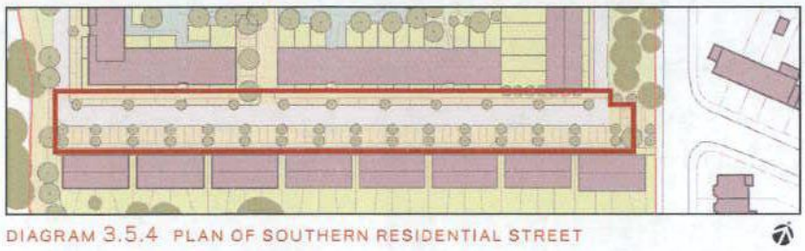


DIAGRAM 3.5.4 PLAN OF SOUTHERN RESIDENTIAL STREET

3.5.7.1 OVERVIEW

The southern residential street should act as an extension of Court Way, and should provide a pedestrian connection to Egerton Road in a similar location to the existing access point. From this point the roadway should continue on an alignment approximately perpendicular to Egerton Road. Vehicular access to the southern residential street should be via the eastern and western residential streets and Marsh Farm Lane. Additionally, there may be access to any off-street car parking areas within the residential site off of the southern residential street. Refer to diagrams 3.5.3 and 3.5.4 for illustration.

Pedestrian access to the Residential Site should also be possible along this route, and should be accommodated through dedicated footways running alongside the street, as illustrated in diagram 3.5.5. Footways should be designed encourage college students to use the upgraded pedestrian route along Marsh Farm Lane which will provide a more direct route to the Rail Station and Town Centre (as described in section 3.3) and reduce impact on the existing neighbourhood. In order to promote this goal, near the boundary the footway onto the site may be reduced in width and may be fitted with access restrictions.

3.5.7.2 PROPORTIONS AND SIZE

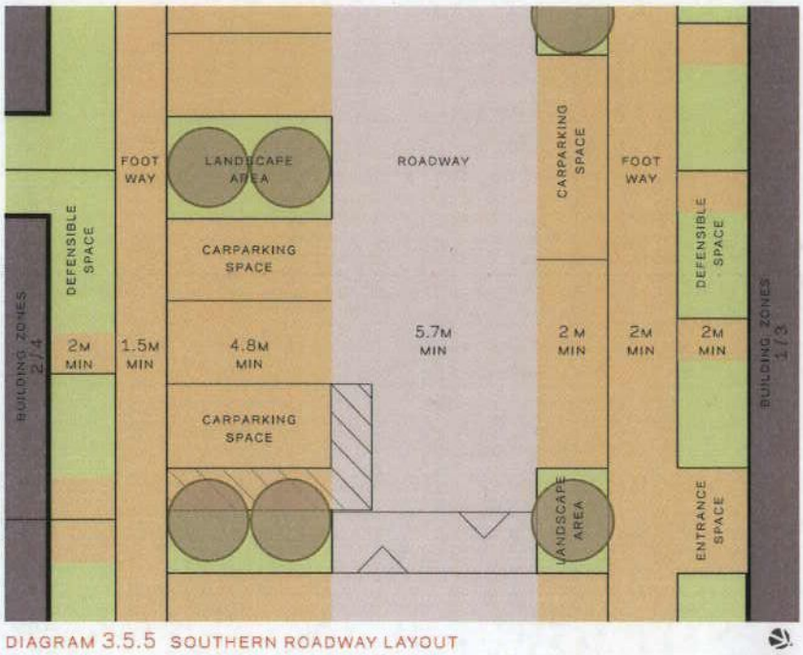


DIAGRAM 3.5.5 SOUTHERN ROADWAY LAYOUT

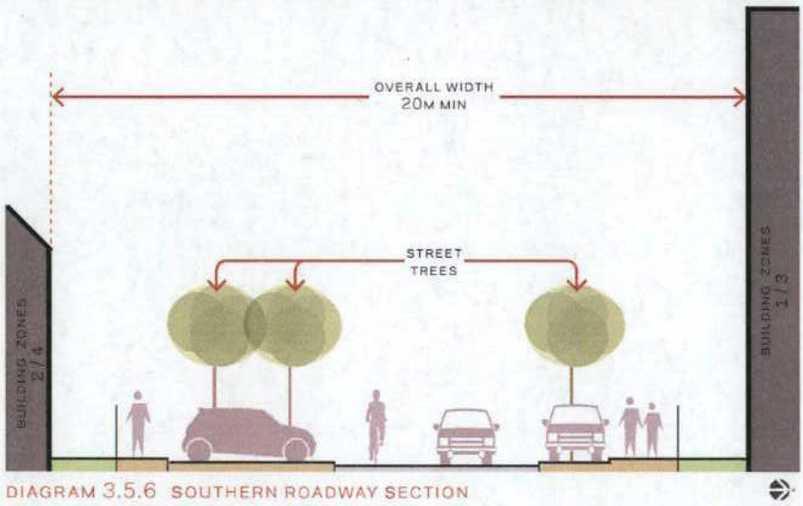


DIAGRAM 3.5.6 SOUTHERN ROADWAY SECTION

The southern street should be a well-defined street between broadly separated buildings as described in section 3.2.5. Each adjoining building should be designed to face the street, with defensible spaces between the dwellings and footways provided to either side of the roadway, as described in section 5.3. These footways should reflect adjoining uses, and should be broader when adjacent to larger buildings. A zone of streetside parking and landscaping should be provided between the footway and roadway on both sides of the street, with street trees integrated in a regular rhythm as described in section 3.2.8. Echelon or perpendicular parking should be provided to one side of the street in order to minimise space given over to car parking and to improve safety by discouraging high speeds and signifying that the overall space is for 'place' activities and not merely for movement.

Diagrams 3.5.5 and 3.5.6 illustrate the layout of the southern street, including minimum dimensions.

3.5.7.3 VIEWS

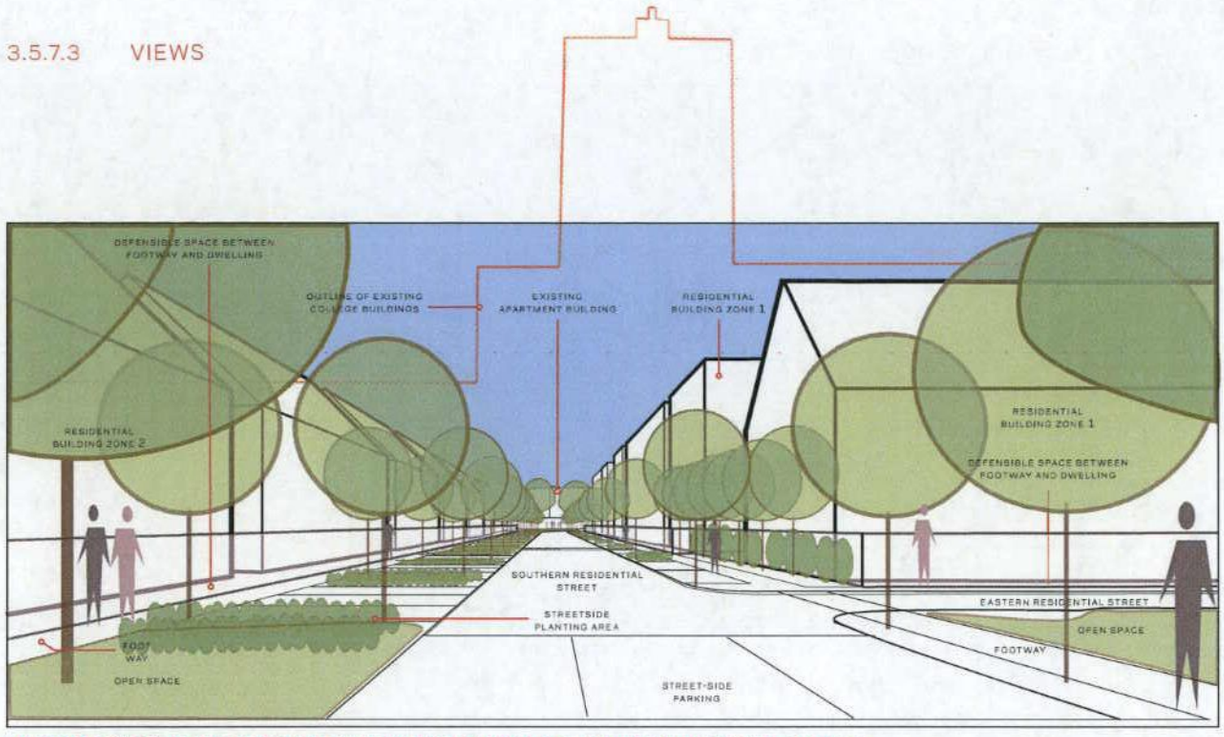
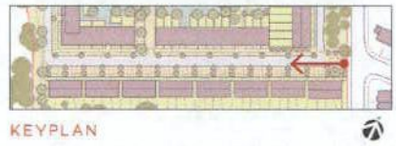


DIAGRAM 3.5.7 ILLUSTRATION OF VIEW WEST ALONG SOUTHERN RESIDENTIAL STREET



KEYPLAN

The new southern street should unlock new views across the site, and these should form a defining feature of this part of the redevelopment. Long views along the street should be dominated by streetside planting - in particular street trees - and should afford views towards Marsh Farm Lane and the landscape area and the existing apartment building on the Harlequins Site. The low height of buildings to the south of the street should ensure that this street will be of a similar scale and character as other streets in the area, and the open space at the east should provide a welcome generosity of space to the approach to the development. Buildings to the northern side of the street should ascend in height from east to west, providing a transition between the scale of the Heatham Estate and the College & Harlequins Stadium (Twickenham Stoop).

In order to provide a clear delineation between the street and private amenity spaces within the block, ensure adequate enclosure of the street, maximise active frontages, and retain potential for visual permeability where appropriate, the adjoining residential building zones should be no less than 2/3 solid where they border onto the southern residential street.

3.5.8 WESTERN RESIDENTIAL STREET

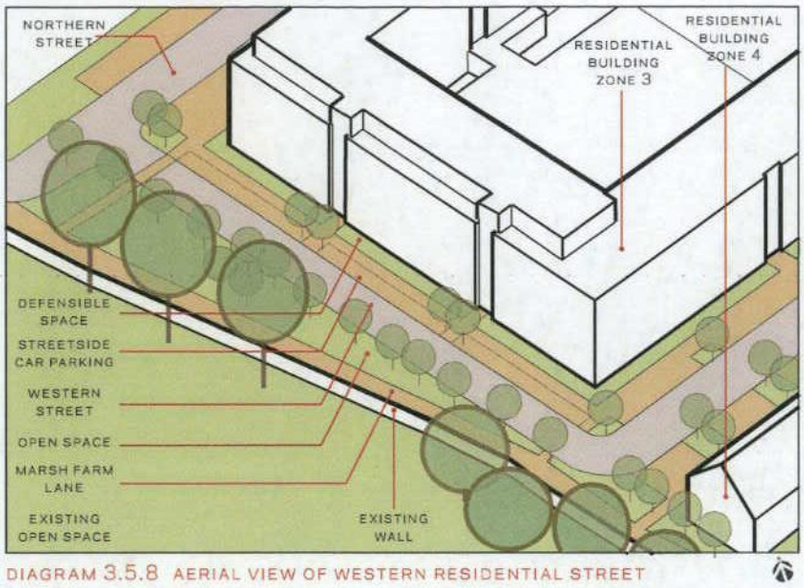


DIAGRAM 3.5.8 AERIAL VIEW OF WESTERN RESIDENTIAL STREET

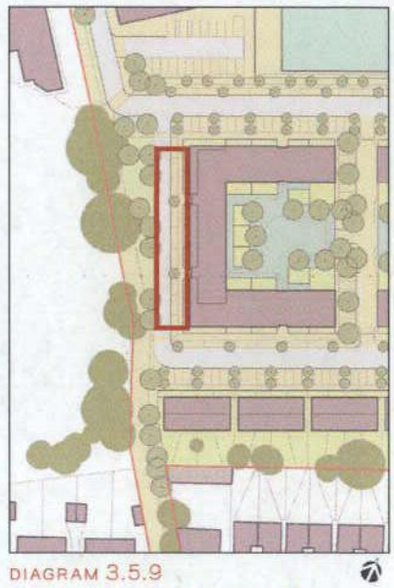


DIAGRAM 3.5.9
PLAN OF WESTERN RESIDENTIAL STREET

3.5.8.1 OVERVIEW

The western residential street should connect the southern and northern streets in the Residential Development Zone. To the east it should be bounded by, and should provide access to, Residential Building Zone 3 while to the west it should face onto Marsh Farm Lane and the open spaces adjoining it. Refer to diagrams 3.5.8 and 3.5.9 for illustration.

Pedestrian access within the Residential Site should also be possible along this route, and should be accommodated through a dedicated footway running alongside the roadway, as illustrated in diagram 3.5.10, while passing foot traffic should be encouraged to use the broader adjoining pedestrian route on Marsh Farm Lane, as described in section 3.3. In order to promote this goal, the footway to the east of the roadway may be reduced in width. Access for the emergency services onto the western residential street should be possible from Marsh Farm Lane at the southern of the eastern residential street.

3.5.8.2 PROPORTIONS AND SIZE

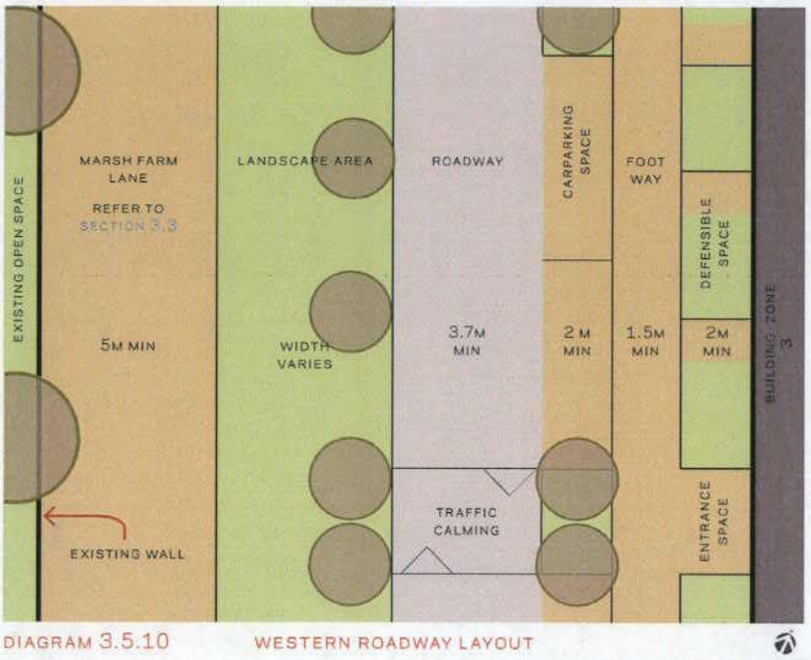


DIAGRAM 3.5.10 WESTERN ROADWAY LAYOUT

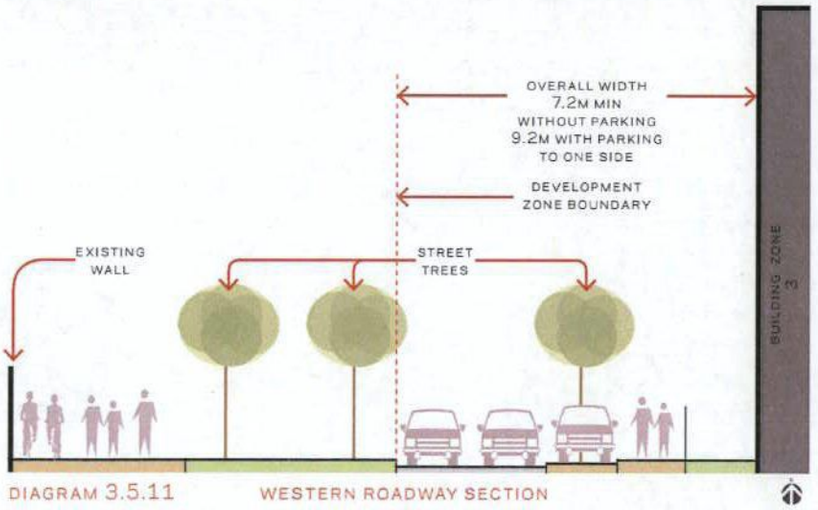


DIAGRAM 3.5.11 WESTERN ROADWAY SECTION

The western street should be a well-defined street related to and overlooked by the building(s) in Residential Building Zone 3, as described in section 3.2.5. These should be designed to face the street, with defensible spaces between the dwellings and footways, as described in section 5.3. This footway should be kept narrow as described above. A zone of on-street parking and landscaping may be provided between the footway and roadway, with street trees integrated in a regular rhythm as described in section 3.2.8. Parking to the west of the roadway should be avoided in order to maximise the size of the open space.

Diagrams 3.5.10 and 3.5.11 illustrate the layout of the western street, including minimum dimensions. Should car parking be omitted, the overall space for the roadway may be reduced as indicated above.

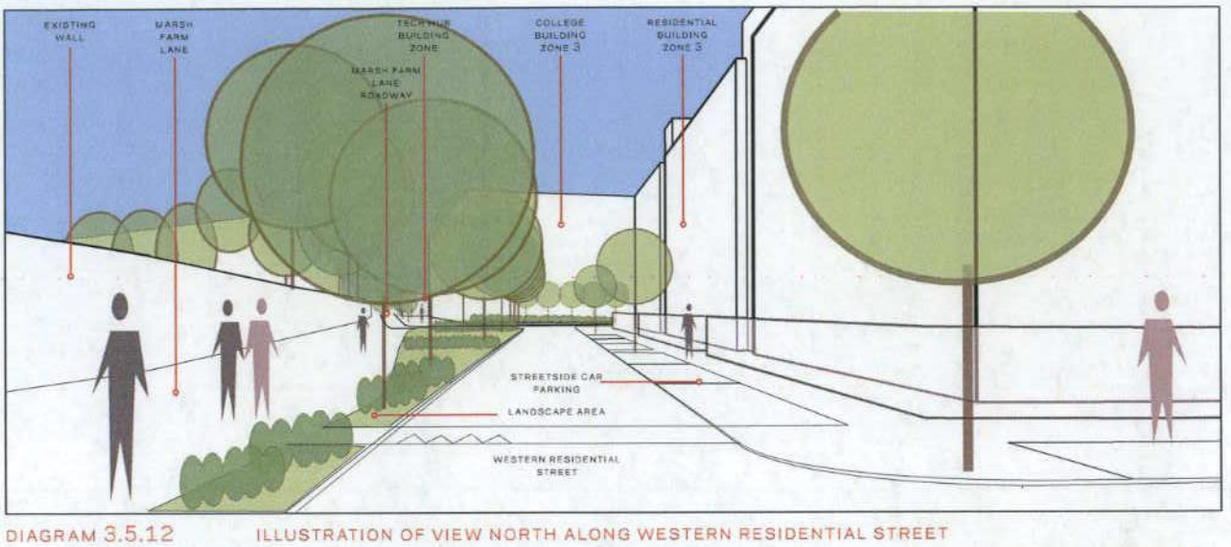


DIAGRAM 3.5.12 ILLUSTRATION OF VIEW NORTH ALONG WESTERN RESIDENTIAL STREET

3.5.8.3 VIEWS

KEYPLAN

The new western street should feature in views along Marsh Farm Lane, and should open up views towards College Building Zone 3. This should support the wayfinding and placemaking strategy of the redevelopment, and should assist in providing the redeveloped College with an appropriate prominence reflecting its importance within its context. The design of the building(s) in College Building Zone 3 should be reflective of their prominence and importance.

Long views along Marsh Farm Lane should be an important feature of the street experience. Buildings to the eastern side of the street should be sized to provide a transition between the scale of the Heatham Estate and the College & Harlequins Stadium.

In order to provide a clear delineation between the street and private amenity spaces within the block, ensure adequate enclosure of the street, maximise active frontages, and retain potential for visual permeability where appropriate, residential building zone 2 should be no less than 3/4 solid where it borders onto the western residential street.

3.5.9 NORTHERN RESIDENTIAL STREET

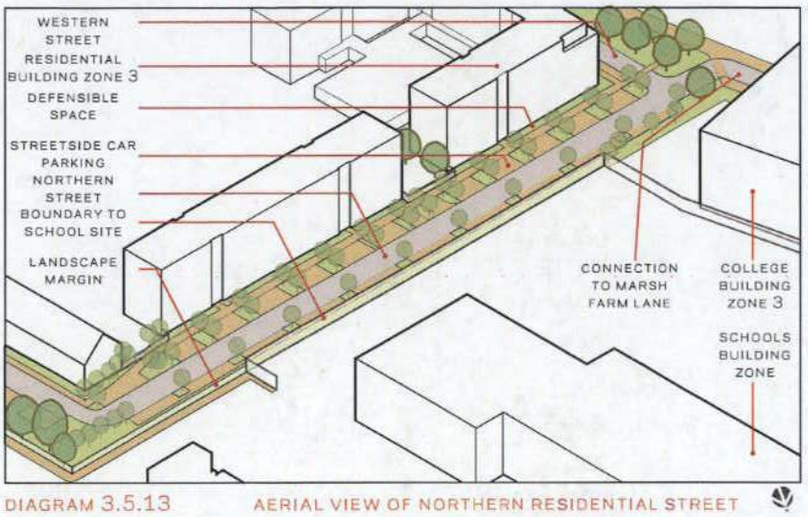


DIAGRAM 3.5.13 AERIAL VIEW OF NORTHERN RESIDENTIAL STREET

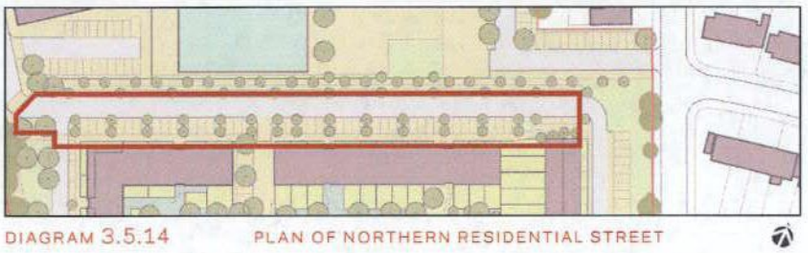


DIAGRAM 3.5.14 PLAN OF NORTHERN RESIDENTIAL STREET

3.5.9.1 OVERVIEW

The northern street should connect the roadway along the College part of Marsh Farm Lane to the eastern and western streets, thereby providing vehicular access to the Residential Site. To the south it should be bounded by, and should provide access to, residential building zones 1 & 3 (including any off-street car parking areas) while to the north it should be bounded by a landscape area providing a soft edge to the School and College sites beyond it. Refer to diagrams 3.5.13 and 3.5.14 for illustration.

A dedicated footway should be provided for access within the Residential Site running alongside the roadway, as illustrated in diagram 3.5.15.

3.5.9.2 PROPORTIONS AND SIZE

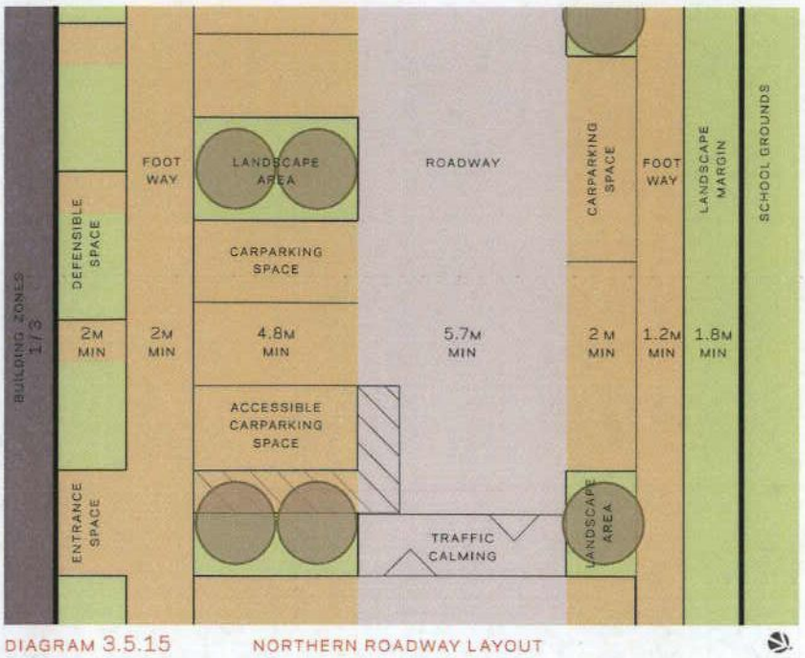


DIAGRAM 3.5.15 NORTHERN ROADWAY LAYOUT

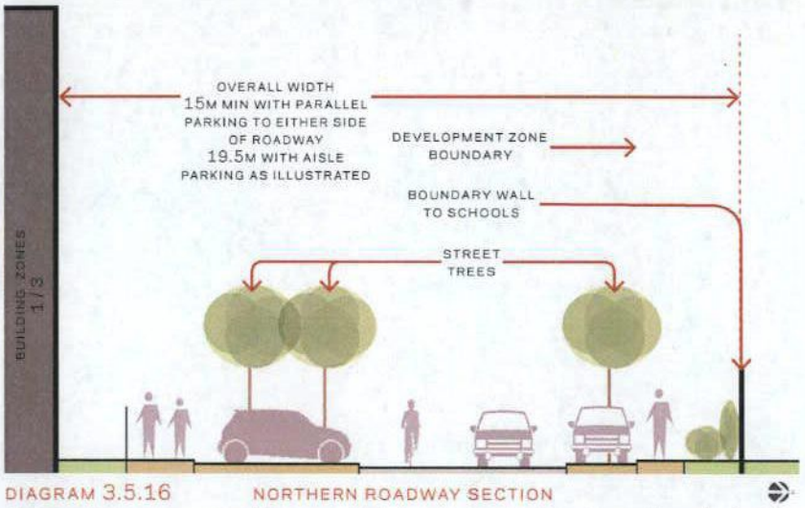


DIAGRAM 3.5.16 NORTHERN ROADWAY SECTION

The northern street should be a well-defined street related to and overlooked by the building(s) in Residential Building Zones 1 & 3, as described in section 3.2.5. These should be designed to face the street, with defensible spaces between the dwellings and footways, as described in section 5.3. A zone of on-street parking and landscaping may be provided between the footway and roadway, with street trees integrated in a regular rhythm as described in section 3.2.8. Where space allows, echelon parking should be provided to one side of the street in order to minimise space given over to car parking and to improve safety by discouraging high speeds and signifying that the overall space is for 'place' activities and not merely for movement.

Diagrams 3.5.15 and 3.5.16 illustrate the layout of the northern street, including minimum dimensions. Should parallel parking be provided to both sides of the street, the roadway width may be reduced as indicated in the notes in the illustration.

3.5.9.3 VIEWS

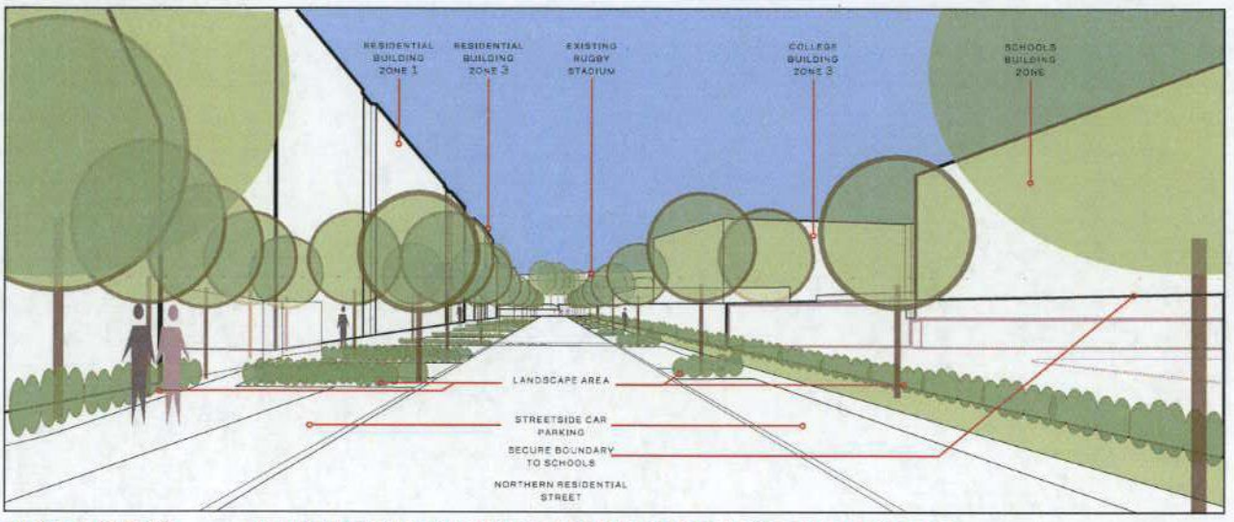
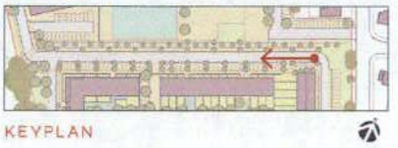


DIAGRAM 3.5.17 ILLUSTRATION OF VIEW WEST ALONG NORTHERN RESIDENTIAL STREET



KEYPLAN

The new northern residential street should unlock new views across the site, and these should form a defining feature of this part of the redevelopment. The design and layout of the street should therefore facilitate long views towards the College site, and in-particular of College Building Zone 3 which should form a landmark on this vista, to reflect its importance in its context and its role in wayfinding. Refer to section 2.2, and diagram 3.5.17.

Streetside planting - in particular street trees - should be provided, while views to and from the residential and school buildings should also be available both for wayfinding and to provide passive security. The height of buildings to the south of the street should ascend in height from east to west, providing a transition between the scale of the Heatham Estate and the College & Harlequins Stadium, and providing definition to the streetscape.

To the north of the roadway, a footpath should be provided, and a continuous landscape area should be provided between the footway and the boundary to the schools site. This landscape area should be used to provide a habitat corridor to link the open spaces across the site, insofar as is practical and does not conflict with other goals, including safety and security. A continuous wall along the edge of the School Development Zone should provide a clear, secure and attractive boundary to the public realm, while the School and College Buildings behind it should stand out as highlights in the environment.

In order to provide a clear delineation between the street and private amenity spaces within the block, ensure adequate enclosure of the street, maximise active frontages, and retain potential for visual permeability where appropriate, the adjoining residential building zones should be no less than 2/3 solid where they border onto the northern residential street.